

**PROJECT STUDY REPORT
(TAM Regional Roads)**

Responsible Agency: **City of San Rafael**

Project Name: *Fourth Street West End Rehabilitation Project*

1. Transportation Project Description

Street rehabilitation, sidewalk, curb and gutter replacement; ADA compliant sidewalks, curb ramps, driveways; storm drain system improvements; harvest and replant trees; upgrade lighting; upgrade path of travel to transit facilities.

2. Roadway name – Location: *Fourth Street
Central Planning Area*

3. Description of Project Limits

This project covers one section of the entire project segment. It is impractical to do the entire segment at one time and also unnecessary when the other parts of the segment are in reasonable condition and do not require work at this time. This project covers the section of Fourth Street, between D and Second Streets (Miracle Mile). Fourth Street is a main East-West arterial in the County network, connecting West Marin to the 101 Corridor. It is also part of the commercial retail core for the West End Village, part of Fourth Street.

Net Length: *0.5 miles*

4. Condition of Existing Facility

(Provide a brief description of the roadway segments, including functional class, condition of distress, pavement class, and bike and pedestrian facilities. Repeat information for each homogeneous segment): *(See Exhibit B)*

The street has significant base failure and alligator cracking. Sidewalks, curb and gutters are buckling due to shallow Liquidambar tree roots. There are many potential tripping hazards, as well as ponding water in the gutters. Many building entrances do not meet current ADA requirements. Sidewalk cross slope is in excess of 2% and therefore non-ADA compliant. Curb ramps do not meet current standards.

5. Major Roadway Performance Criteria
(from TAC / MPWA evaluation matrix)

Condition of roadway 33

Average daily traffic 11,500

Transit frequency *See attached Exhibit A*

Bicycle and pedestrian activity *P/E – Class III Bike Route in bicycle plan, major pedestrian retail core.*

School access *none, but close to Marin Academy*

Accident history *2-year average: 7.17; total-30*

6. Environmental Status

Environmental Document Type (CEQA) 15301C (NEPA) _____

Status

CEQA-Categorically Exempt. Environmental Review currently being prepared.

Anticipated Completion Date *May 2006*

Environmental Issues (including anticipated Resource Agency permits):

None

7. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	5/06	
Plans, Specifications, and Estimate	5/06	12/06
Right of Way Acquisition	N/A	N/A
Construction	3/07	11/07

8. Roadway Geometric Information

Will this project change existing geometrics? Yes ____ No **X**

If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median
		No. of Lanes	Lane Width	Left	Right	Width
*Existing						
**Proposed						
***Local Stds.						

* Enter EXISTING information (Expand as needed, for varied geometrics.)

** Enter PROPOSED information (Expand as needed, for varied geometrics.)

*** If local Standards are not being met, briefly explain why:

9. Structure Information

Is bridge rehabilitation work included in this project? Yes ____ No **X**

If no, skip this section.

If yes, describe:

10. Drainage Information

Is culvert and/or inlet work included in the project? Yes **X** No ____

Existing corrugated metal and vitrified clay storm drain piping will be replaced, and drainage features at corners (where required) will be relocated to provide ADA compliant curb ramps.

11. Utility coordination information

Provide information about any upcoming utility projects in the project area. Provide information about any utility re-locations required as part of this project.

The existing sanitary sewer system is over 100 years old. A recent video survey of the system detected a significant number of defects. The entire sewer main as well as all sewer laterals will be replaced to the right-of-way. The San Rafael Sanitation District (SRSD) will pay for the entire sewer portion of the project. SRSD has already approved the project and funding, and started design work.

12. Multi-Modal and Safety Related Considerations

According to the Marin County Transportation Sales Tax Expenditure Plan, Strategy 3, potential roadway, bikeway, sidewalk, and pathway improvements may include:

- Bike/pedestrian path construction and maintenance
- Pavement and drainage maintenance, including signage and striping
- Signalization and channelization to improve traffic flow and safety at key intersections
- Transit and traffic flow improvements to eliminate conflicts between buses and cars

- Transportation Systems Management and Demand Management projects that maximize our infrastructure investments
- Improvements to reduce response times for emergency vehicles and improve safety
- Sidewalk and crosswalk construction and maintenance, and other pedestrian infrastructure enhancements to improve safety and mobility
- Accessibility improvements to make our streets and roads usable by all

As discussed in the Expenditure Plan, each major road project will be required to consider the needs of all roadway users. Where feasible, locally defined bicycle and pedestrian projects will be implemented at the time a roadway is improved. Improvements could include striping and signing for bicycle lanes and bikeways, sidewalk improvements, curb ramps, and other accessibility and safety improvements.

Please discuss, in the following three sections, considerations for multi-modal and safety-related improvements as a part of the regional road maintenance project.

a. Bicycle Facilities: Describe bicycle-related improvements considered as a part of the project (refer to adopted bicycle master plans, bicycle pathway classification (I, II or III) and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

San Rafael's Bicycle and Pedestrian Master Plan, adopted in 2002, calls for a Class III route through the project area, from West End Ave. to Union Street. The existing right-of-way width of 60 feet currently accommodates two travel lanes, two parking lanes and two 10' wide sidewalk areas. Due to these physical limitations, the commercial nature of the area and the need for on-street parking, a Class III route is the only feasible bikeway through the project corridor. Roadway surface improvements will have a significant impact on bicycle safety and riding comfort.

b. Safety Improvements: Describe safety-related improvements considered as a part of the project (refer to collision statistics, traffic volumes, roadway functional classification and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

The project will emphasize roadway section, sidewalk, curb and gutter improvements, and ADA compliance.

c. Pedestrian and Disabled Persons Facilities: Describe pedestrian and ADA-related improvements considered as a part of the project (refer to pedestrian master plans, ADA transition plans, school and transit access considerations, and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

The project scope includes replacement of the entire sidewalk area, including all curb ramps. The existing sidewalk does not meet current ADA standards, and poses significant difficulties for pedestrians and wheelchair users. In addition, the project will address the entrances to storefronts, many of which do not meet current ADA standards.

13. Description of Project Scope

(Sufficient scope detail should be provided to allow TAM staff to evaluate the reasonableness of the proposed budget and schedule. Provide a brief explanation of how the project was prioritized for funding, including the project benefits, level of public input, response to above considerations and if the project is included in any adopted plans.) See *Exhibit B*.

Fourth Street West End is an integral part of the retail core of Downtown San Rafael and has major retail pedestrian traffic. Sidewalks will remain at a 10' width for pedestrian safety and comfort. Fourth Street is the top priority for the Central Planning area and is subdivided into different sections. The first section that requires work is the West End between D St. and 2nd St., which is in dire need of rehabilitation. The project includes street pavement reconstruction, sidewalk, curb and gutter replacement, ADA compliant curb ramps, driveways and door entry ways, sanitary sewer system and storm drain system improvements, tree harvesting and replacement, lighting upgrades and path of travel to transit improvements.

14. Cost Estimate Breakdown

	<u>Cost</u>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>	\$3,000
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>	\$320,000
<u>RIGHT OF WAY</u>	0
<u>CONSTRUCTION</u>	\$2,500,000
15% Contingency	\$400,000
TOTAL CONSTRUCTION COST	\$2,900,000
<u>Construction Support</u>	\$140,000
TOTAL CONSTRUCTION COMPONENT COST	\$3,040,000

Source: See attached *Engineers Estimates - Exhibit E*

15. Other Agencies Involved: (Permits/Approvals from California Department of Fish & Game, US Army Corps of Engineers, California Coastal Commission, etc.)

N/A

16. Proposed Funding

Project Phase / Fund Source

Planned funds are funds for which you intend to apply.

Committed funds are funds from sources that have been awarded.

Environmental Studies & Permits-Fund Source	Planned	Committed	Total
Local Commitment		3,000	3,000
TAM Measure A - Regional			
TAM Measure A - Local			
other			
other			
Total		3,000	3,000

Plans, Specifications and Estimate-Fund Source	Planned	Committed	Total
Local Commitment			
TAM Measure A - Regional			
TAM Measure A - Local			
Other: CMAQ/STP		320,000	320,000
Other			
Total		320,000	320,000

Right of Way Acquisition-Fund Source	Planned	Committed	Total
Local Commitment			
TAM Measure A - Regional			
TAM Measure A - Local			
other			
other			
Total	0		0

Construction (including support)-Fund Source	Planned	Committed	Total
Local Commitment		429,000	429,000
TAM Measure A - Regional	2,242,000		2,242,000
TAM Measure A - Local			
Other: CMAQ/STP		369,000	369,000
other			
Total	2,242,000	798,000	3,040,000

Total funding (all Phases)	Planned	Committed	Total
Local Commitment		432,000	432,000
TAM Measure A - Regional	2,242,000		2,242,000
TAM Measure A - Local			
Other: CMAQ/STP		689,000	689,000
other			
Total	2,242,000	1,121,000	3,363,000

17. List of Attachments

Transit Frequency - Exhibit A.
Existing Condition - Exhibit B.
Vicinity Map - Exhibit C.
Structural Section Recommendation - Exhibit D.
Engineer's Estimate - Exhibit E.

18. Report Preparation

Prepared by Karen Chew, P.E. Date April 7, 2006
This Project Study Report (TAM Major Roads) has been prepared under the direction of the Public Works Director (or City Engineer) of the City of San Rafael. The Public Works Director (or City Engineer) attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Public Works Director/City Engineer *Date 5/15/06*